

WELCOME

Informational Public Workshop/Public Hearing

For the

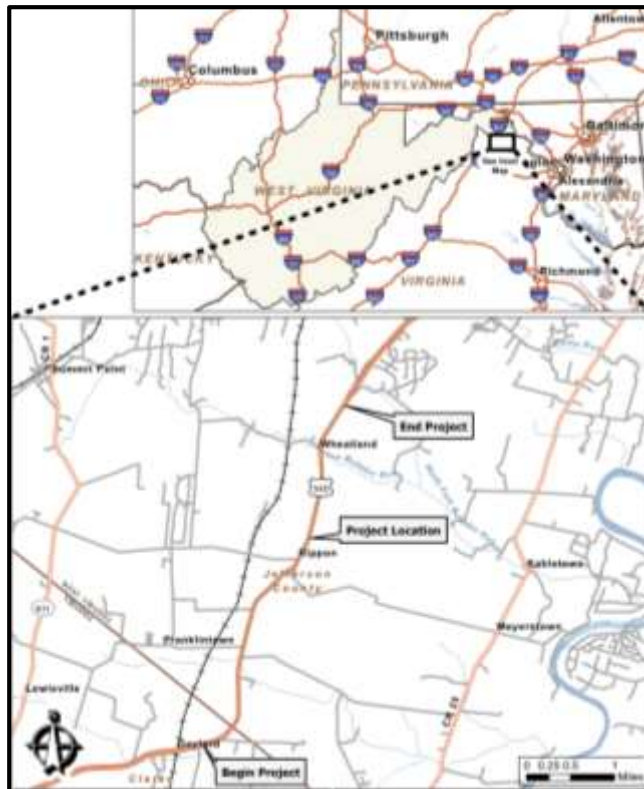
US 340 Improvement Study

From South of State Line to the Charles Town Bypass

Jefferson County

State Project: U219-340-0.00(02)

Federal Project: NH-340(024)



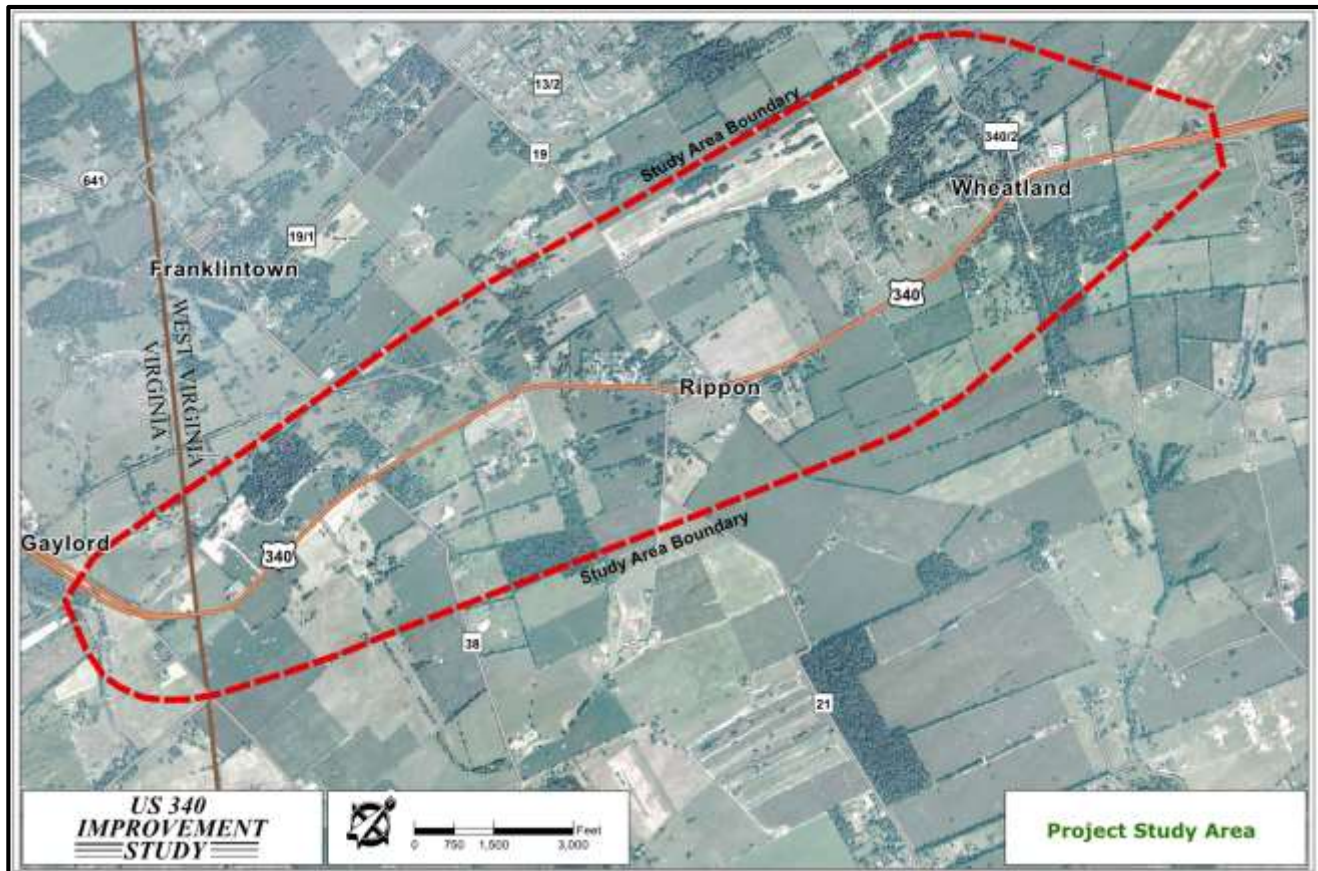
August 30, 2016
Council Chambers
City of Charles Town
5:00 PM — 10:00 PM



www.transportation.wv.gov

PROJECT DESCRIPTION

The WVDOH, in conjunction with the Federal Highway Administration (FHWA), is proposing to improve US 340 in Jefferson County, from south of the state line in Clark County, Virginia to the Charles Town Bypass in Jefferson County, West Virginia, a distance of approximately 4.5 miles.



Currently, US 340 is a two-lane rural arterial highway within the project limits. Traffic is slowed by turning vehicles at numerous access points from both residential and commercial properties along US 340. Deficiencies in roadway alignment and cross-section components contribute to poor traffic operations and

The purpose of the project is to improve traffic operations and safety within the project limits

safety concerns. The WVDOH proposes to construct a four-lane divided highway, which includes a bypass around Rippon. The US 340 Improvement project will satisfy the project's purpose and need by addressing roadway deficiencies, and improving traffic operations and safety.



PROJECT NEEDS

TRAFFIC OPERATIONS

The Level of Service (LOS) is a qualitative measure that describes operational conditions of a traffic stream along a roadway or at an intersection of two roadways. Levels of service are assigned a letter designation (A-E for two-lane highways and A-F for four-lane highways), with LOS A representing optimal travel conditions and LOS E or F representing the worst travel conditions with average travel speeds well below expectations, restrictive opportunities for passing, heavy congestion and complete breakdown of uninterrupted flow. LOS E or F are generally considered unacceptable.

The table clearly shows that the proposed 4-lane highway will accommodate travel demand in the corridor into the design year (2033) and beyond.

US 340 Segment	Dir.	2011/ 2012	2033 No-Build	2033 Build
		LOS	LOS	LOS
ALL	NB	E	E	A-B
	SB	E	E	A

SAFETY

A review of the WVDOT accident data from January 2013 through December 2013 for this section of US 340 revealed that a total of 29 accidents occurred from south of the state line between Virginia and West Virginia to the existing four-lane section of the Charles Town Bypass. Accidents rates in a portion of the project area are at or above the statewide average for similar facilities. The Severity Index, a measure of the relative danger, is at or above the statewide average for portions of the project area.

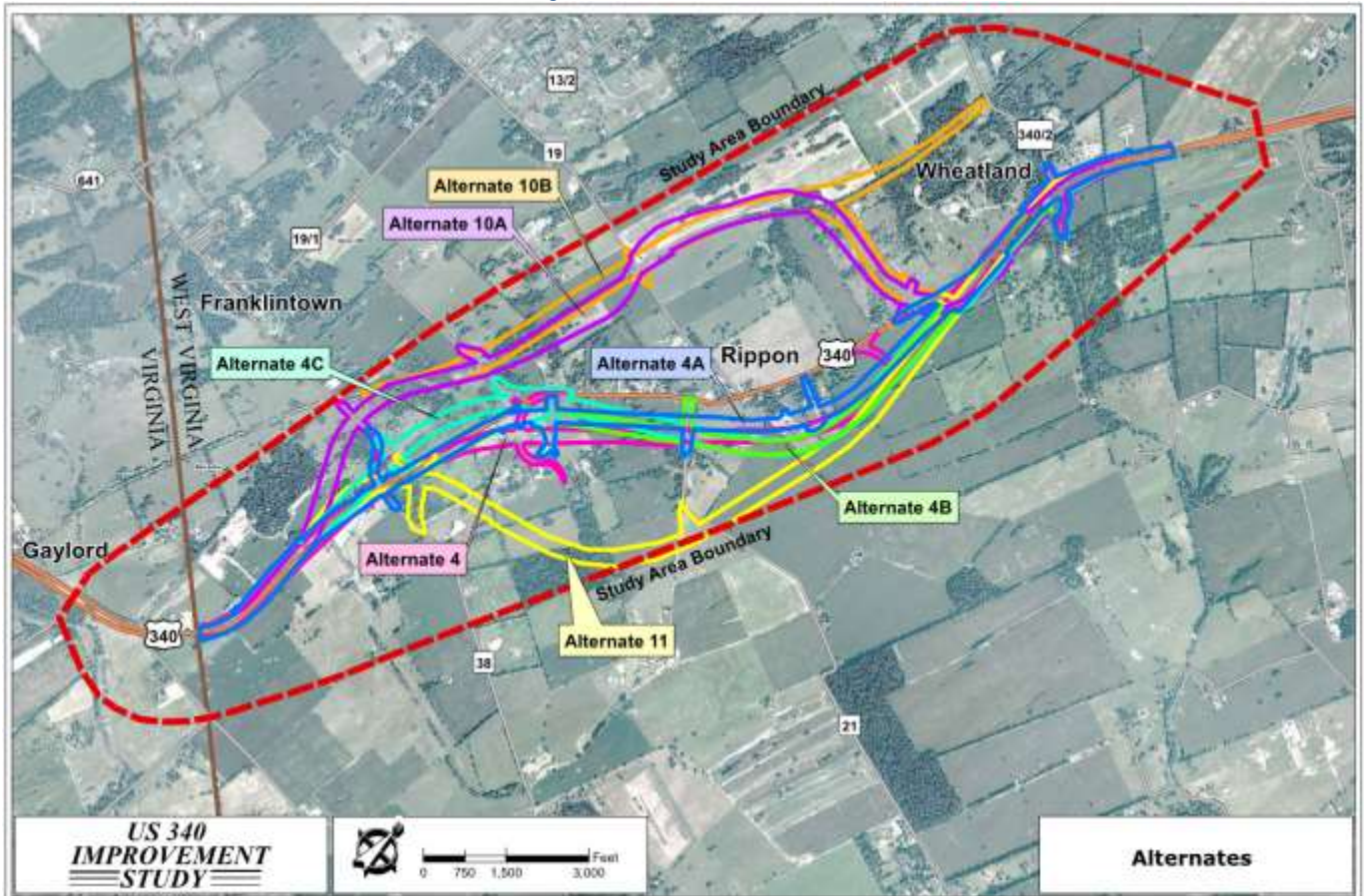


Existing Charles Town Bypass Four-Lane Highway



PROJECT ALTERNATES

Seven preliminary alternatives were assessed in the Supplemental Draft Environmental Impact Statement (SDEIS). Four of the seven were eliminated and the remaining three were subject to further evaluation.



Alternate 4 – Retained.

Alternate 4A (Preferred) – Retained.

Alternate 4B – Retained.

Alternate 4C – Eliminated due to high extent of impacts.

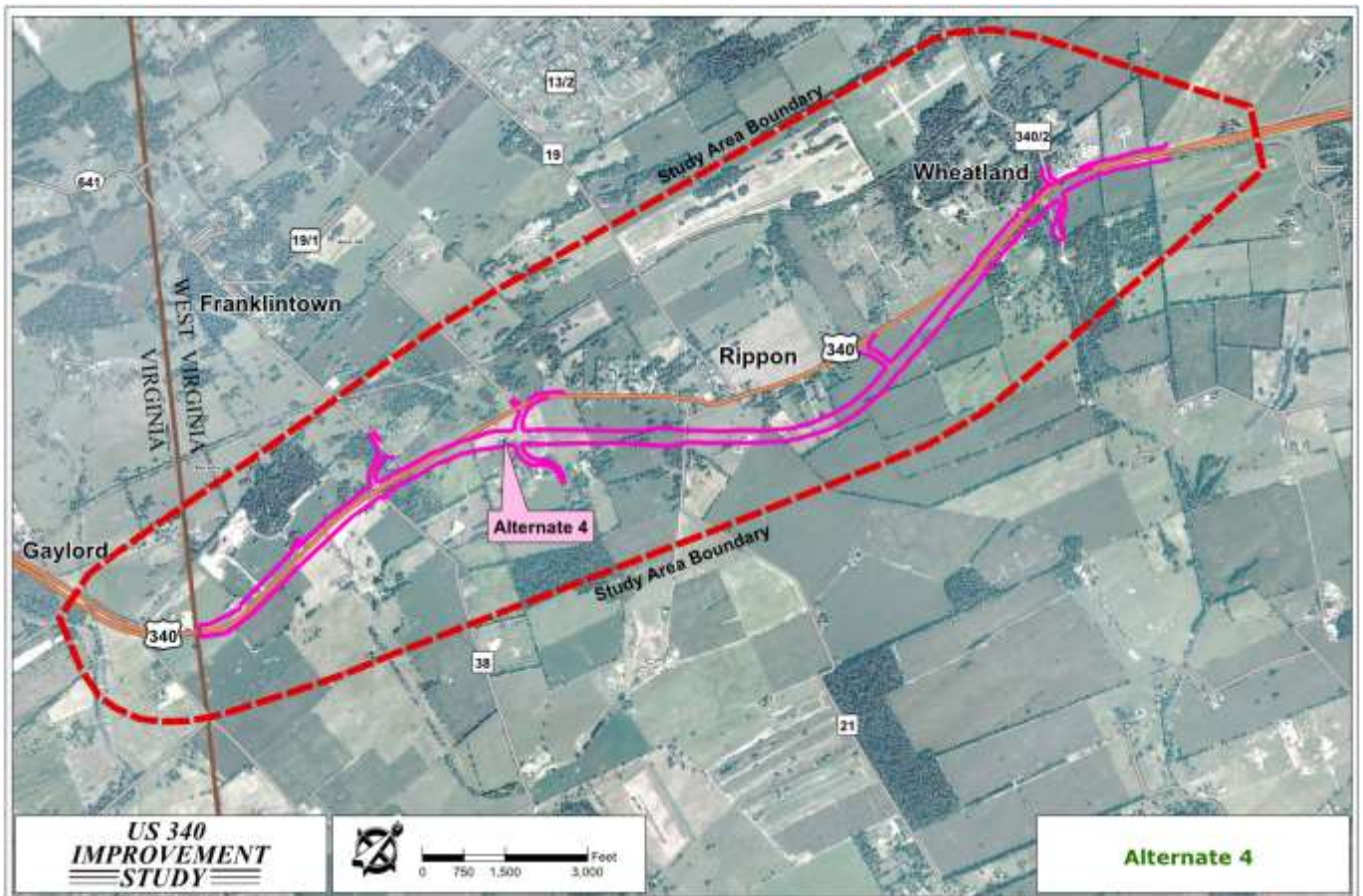
Alternate 10A – Eliminated due to high number of relocations and overall costs.

Alternate 10B – Eliminated due to high costs for right-of-way and construction.

Alternate 11 – Eliminated due to number of relocations and impacts to wetlands, historic properties, and farmlands.



ALTERNATE 4

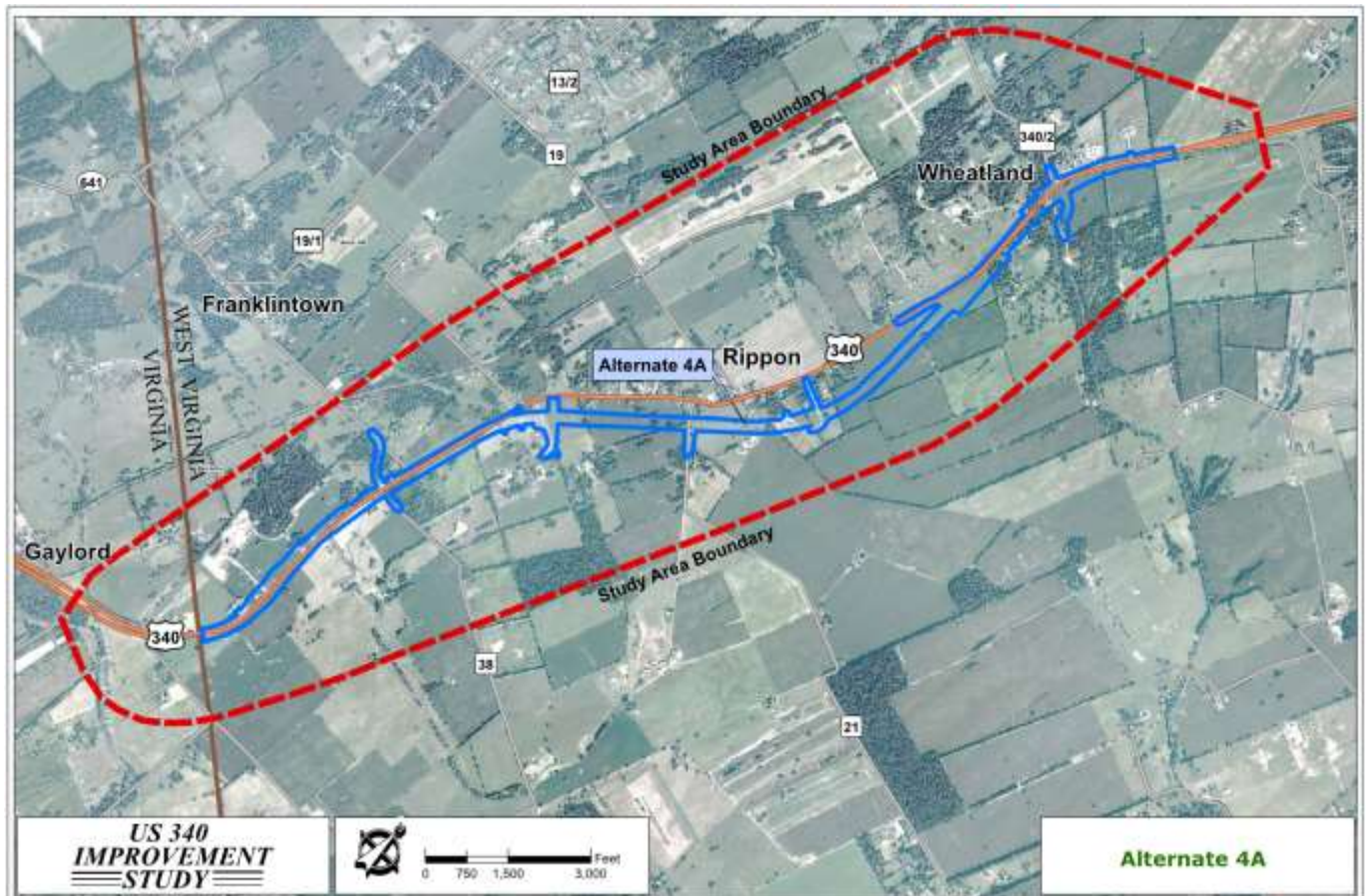


Alternate 4 begins south of the Virginia-West Virginia state line, where the existing 4-lane US 340 begins to transition to two lanes, Alternate 4 generally follows the existing alignment to a point north of CR 340/1. Here it departs the existing alignment and veers easterly crossing CR 21 approximately 650 feet east of the existing US 340 and bypasses the Village of Rippon to the east. The new alignment then turns northerly and rejoins the existing US 340 alignment south of Bullskin Run Creek. Alternate 4 then follows existing US 340, with some minor curvature improvements near the intersection of CR 340/2, to the 4-lane divided highway north of Wheatland. The total length of Alternate 4 is 4.6 miles.

Alternate 4 has the most number of relocations (business and residential) of the retained alternates but requires the least amount of new right-of-way. It impacts 153 acres of historic property and has the same impact as alternate 4A and has less impact than Alternate 4B. Alternate 4 has the least impact on wetlands, floodplains and farmlands. Alternate 4 is also the least costly of the build alternates at a cost of \$47,100,000.



ALTERNATE 4A (PREFERRED)

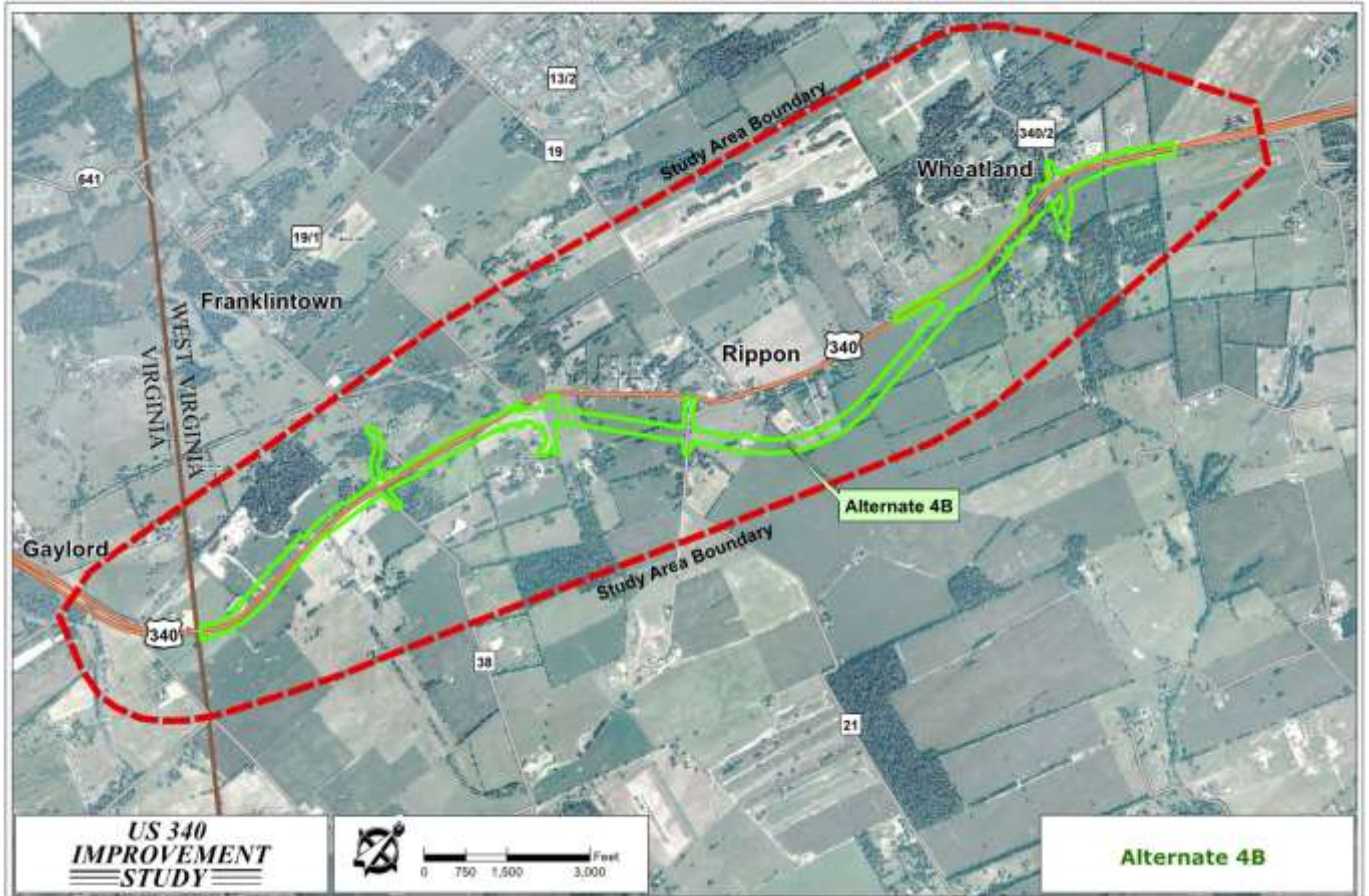


Alternate 4A (**Preferred**) begins south of the state line between West Virginia and Virginia where the existing 4-lane US 340 begins to transition to two lanes, Alternate 4A generally follows the existing roadway for a length of 1.4 miles. The alignment then turns east away from the existing roadway and crosses CR 21 (Meyerstown Road) on the east side of the community of Rippon, but just to the west of Alternate 4. Alternate 4A turns north and merges with the existing alignment near Wheatland. The proposed improvement continues northward along the existing roadway and ends at the multilane divided segment of US 340 south of Charles Town. The approximate length of Alternate 4A is 4.5 miles.

Alternate 4A has the least number of relocations (residential and business) and requires slightly more right-of-way than Alternate 4 but requires less right-of-way than Alternate 4B. It impacts 153 acres of historic property which is the same as alternate 4 but is less than Alternate 4B. Alternate 4A impacts slightly more impacts to wetlands and farmlands than alternate 4 but is less than Alternate 4B. Alternate 4A has the least impacts to stream of the retained alternates. Alternate 4A has a cost of \$49,120,000.



ALTERNATE 4B



Alternate 4B begins south of the state line between West Virginia and Virginia where the existing 4-lane US 340 begins to transition to two lanes, and generally follows the existing roadway for a length of 1.4 miles. The alignment then turns east away from the existing roadway and crosses CR 21 (Meyerstown Road) on the east side of the community of Rippon, and just east of Alternate 4. Alternative 4B turns north and merges with the existing alignment near Wheatland. The proposed improvement continues northward along the existing roadway and ends at the multilane divided segment of US 340 south of Charles Town. The approximate length of Alternate 4B is 4.6 miles.

Alternate 4B has slightly more relocations (residential and business) than Alternate 4A. Alternate 4B requires the most new right-of-way of the retained alternates. Alternate 4B requires the most impact to acreage of historic properties. It has the most impacts to wetlands, streams, and farmlands of the retained alternates. Alternate 4B has a construction cost of \$50,850,000.



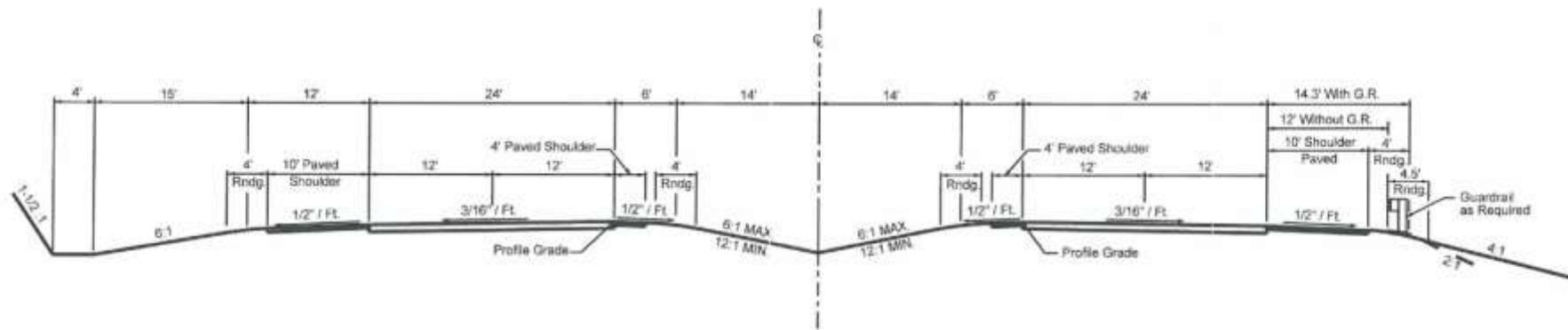
IMPACTS SUMMARY

	No-Build	Alt 4	Alt 4A (Preferred)	Alt 4B
Length (Miles)		4.6	4.5	4.6
Residential Relocations (Ea.)	0	10	3	5
Business Relocations (Ea.)	0	4	4	4
Right of Way Required (Acres)	0	112	116	120
Hazardous Material Sites (Ea.)	0	3	3	3
Historic Resources (Acres)	0	153	153	159
Wetlands (Acres)	0	1.0	1.1	1.3
T&E Species Indiana Bat Northern Long-eared Bat Madison Cave Isopod	No Effect No Effect No Effect	No Effect No Effect May Affect ¹	No Effect No Effect May Affect¹	No Effect No Effect May Affect ¹
Floodplains (Acres)	0	5.1	6.1	6.3
Streams (LF)	0	1,348	1,315	1,409
Farmlands (Acres)	0	123	134	138
Noise Impacts (Ea.)	4	2	2	1
Air Quality CO2 Impact (Yes of No)	No	No	No	No
Estimated Costs	\$0	\$ 47,100,000	\$ 49,120,000	\$ 50,850,000

¹ The USFWS has made a “may affect but not likely to adversely affect” determination for the Madison Cave isopod.



PROPOSED TYPICAL SECTION



US 340 Improvement



PROJECT TIMELINE

WE ARE HERE

Fall 2016
Public
Meetings

Winter 2017
Approved
FEIS

Spring 2017
Record of
Decision

Summer 2016
Approved SDEIS



US 340 Improvement



DATE: _____

Mr. RJ Scites, P.E.
Director, Engineering Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

DATE: Tuesday, August 30th
LOCATION: Charles Town City Hall
Council Chambers Room
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING/HEARING
PROJECT: US 340 Four-Lane Improvement Study: VA Line to Charles Town Bypass
U219-340-0.00
NH-0340(030)E
Jefferson County

COMMENTS DUE BY Tuesday, September 30, 2016

Please consider the following comments:_____

(Please print the following information)

NAME: _____

ADDRESS: _____

ORGANIZATION (IF ANY): _____

How did you hear about the Informational Workshop Public Meeting? _____

Project Information and Comment Sheets

Can be found online at our WVDOH Website at <http://go.wv.gov/dotcomment>.

Under Engineering Projects, Open, and then click US 340.